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TRANSPORTATION

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USSR REPORT TRANSPORTATION

No. 92

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MOTOR VEHICLE

BRIEFS

BRIDGE OVER AMU DARYA--The 10th of June marks the end of the 2 month period since the commissioning of the bridge over Amu Darya near Port Termez in southern Uzbek SSR. The bridge is mainly for vehicle transport and it has contributed toward organized transport of goods from the Soviet Union to the DRA and vice versa. The Soviet Union is supplying [words indistinct], agricultural machinery, technical instruments and construction equipment to the DRA. Meanwhile, the latter is exporting fruits, wool and [words indistinct] to the Soviet Union. The bulk of DRA exports to Europe is transported over this bridge. Meanwhile, an international transport (?company) has been set up in Termez. Compared with last year, the amount of goods transported on vehicles this year is expected to double. [Text] [GF111318 Tashkent International Service in Uzbek 1700 GMT 10 Jul 82]

CSO: 1836/02

RAILROAD

FINNISH PRESS REPORTS SECOND TRANSFER OF NUCLEAR WASTE FROM LOVIISA TO USSR

Helsinki HELSINGIN SANOMAT in Finnish 5 Aug 82 p 8

[Text] Loviisa. (HELSINGIN SANOMAT report). A special train for transporting spent fuel from the Loviisa nuclear facility arrived Wednesday night. On Thursday, the train will move to Loviisa train station, where the spent fuel brought from the plant will be loaded.

The special train will remain in Loviisa for a few weeks. According to Jussi Helske, the Loviisa Plant's Nuclear Disposal Director, the transporting should be underway by 20 August.

There are many safety measures involved in the transportation of nuclear fuel. First, the train arriving with the empty special tank cars is given a quick inspection on both sides of the border. Thorough inspections will be made in Loviisa, where the transport train's tanks possibly will be serviced and cleaned of any remaining active residue from previous transport.

This is the second transport of fuel since the Loviisa nuclear facility has been in operation. The amount of fuel material to be transferred is 14 tons. This is from the reactor of Loviisa 1, from where an exchange of nuclear fuel took place 3 years ago.

Next year the originally agreed to 3 year period for holding the fuel in storage before being shipped to the Soviet Union will come to an end. In the future, fuel removed from the reactor is to be stored in Loviisa for 5 years. Extending of the storage period also means that the nuclear plant in the future will gradually accumulate more spent fuel than first thought. Therefore, the existing plant storage area for spent fuel will also have to be expanded. This expansion will be completed next year.

An additional problem in transports of the Loviisa spent nuclear fuel has been the weak condition of the railroad tracks in Loviisa, which forces the heavy special train to proceed almost at a walking pace.

Especially active fuel must be transported over the highway for a short 10 kilometer trip between Loviisa station and Hastholmen Island. The highway transport last year was scheduled during the night. It was attempted to move the carefully guarded nuclear fuel with as little publicity as possible and without disturbing traffic.

OCEAN AND RIVER

FIGURES OF FIVE-YEAR PLAN REPORTED

Moscow RECHNOY TRANSPORT in Russian No 5, May 82 p 23

[Article: "Figures of the Five-Year Plan"]

[Text] The growth of the Soviet economy and expansion of economic ties require further development and universal improvement of the transport system, which has been called upon to fully meet the needs of the national economy and the population on time for shipments. Comrade L. I. Brezhnev pointed out in his report at the 26th CPSU Congress that, taking the seriousness and scales of problems accumulated in transport into account, they can be solved only on the basis of a long-term complex program. Participation in working out and implementing this program is an important task of workers of river transport.

To increase the efficiency and quality of work of the transport system, the "Basic directions for economic and social development of the USSR from 1981-1985 and for the period up to 1990" envisions:

- improvement in coordination of operational of all types of transport and interaction of them with other sectors of the national economy and introduction of more improved technology of shipments in mixed communications;

- strengthening of the material and technical base of transport, increasing the introduction of new equipment, progressive technology and automated control systems and increasing the level of complex mechanization of loading-unloading and repair work;

- acceleration of the development of the container transport system, expansion of shipment of packaged-piece goods by the packet-container method and an increase of the network of special terminals outfitted with equipment for handling containers and packets;

- considerable improvement of passenger service in all types of transport;

- improvement of organization of shipments in international communications.

It is planned to increase the volumes of oil and bulk petroleum product shipments by 3.6 percent, of timber in rafts by 3.7 percent, of grain products by 53 percent, of mixed feeds by 40 percent, of pit coal by 11 percent and of ferrous metals by 35.9 percent during the 11th Five-Year Plan.

Cargo Traffic Volume of USSR River Transport (billion ton-kilometers)

| <u>Five-Year Plan</u> | <u>Total</u> |
|-----------------------|--------------|
| 11th | 291 |
| 10th | 244.7 |
| 9th | 222 |

Volume of Cargo Shipments by Ministry of River Fleet (million tons)

| <u>Year</u> | <u>Total</u> |
|-------------|--------------|
| 1985 | 548 |
| 1980 | 481.35 |
| 1975 | 405.7 |

Volume of Cargo Shipments by Ministry of River Fleet in Containers (million tons)

| <u>Five-Year Plan</u> | <u>Total</u> |
|-----------------------|--------------|
| 11th | 2.8 |
| 10th | 2.17 |
| 9th | 2.11 |

Increase of Volumes of Cargo Shipments (1980 = 100 percent)

| <u>Means of Transport</u> | <u>1980</u> | <u>1985 (planned)</u> |
|--|-------------|-----------------------|
| Through basins of Siberia and Far East | 100 | 121 |
| By RSFSR Ministry of River Fleet | " | 113.8 |

Volume of Handling of Cargo at River Ports of Ministry of River Fleet
(million tons)

| <u>Year</u> | <u>Total</u> |
|-------------|--------------|
| 1975 | 547.8 |
| 1980 | 715.4 |
| 1985 | 840 |

Cargo Traffic Volume of RSFSR River Transport (billion ton-kilometers)

| <u>Five-Year Plan</u> | <u>Total</u> |
|-----------------------|--------------|
| 12th | 272 |
| 10th | 228.2 |
| 9th | 208.2 |

Volume of Cargo Shipments by Ministry of River Fleet
in Foreign Communications (million tons)

| <u>Year</u> | <u>Total</u> |
|-------------|--------------|
| 1985 | 9.94 |
| 1980 | 7.7 |
| 1975 | 7.2 |

Volume of Cargo Shipments by Ministry of River Fleet in Packets (million tons)

| <u>Five-Year Plan</u> | <u>Total</u> |
|-----------------------|--------------|
| 11th | 12.22 |
| 10th | 9.3 |
| 9th | 7.46 |

Increase of Volumes of Shipments of Most Important
National Economic Goods (1980 = 100 percent)

| <u>Type of Cargo</u> | <u>1980</u> | <u>1985 (planned)</u> |
|----------------------|-------------|-----------------------|
| Chemical goods | 100 percent | 230 |
| Mineral fertilizers | " | 188 |
| Cement | " | 134 |

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CSO: 1829/266

OCEAN AND RIVER

SOVIET MERCHANT FLEET IN 11TH FIVE-YEAR PLAN

Moscow VODNYI TRANSPORT in Russian 22 Jun 82 p. 1

[Article by Yu. Lukasik]

[Text] A press conference was held yesterday at the USSR MID [Ministry of Foreign Affairs] for Soviet and foreign journalists. The Minister of the Maritime Fleet T. B. Guzhenko, appearing at the press conference, said that maritime transport is an important constituent part of the unified transport system of the Soviet Union. It is being developed in complete accord with the decisions of the 26th CPSU Congress. The leading position in the country's transport contacts with Arctic regions and the Far East, where development of natural resources and the related accelerated industrialization of vast territories has been proceeding during the past few years, belongs to the commercial fleet. Special, very complex navigation conditions are present here. Therefore, a special fleet, especially designed for these conditions, should operate here.

No less serious significance is given to maritime transport to guarantee the needs of foreign trade cargo traffic turnover with other countries. The maritime fleet is faced with the same task which our entire country is faced-- to implement the program of peace planned by our party by guaranteeing strong commercial and economic ties between governments.

Shipments of cargo and passengers in coasting between Black Sea and Azov ports and the Caspian and Baltic Basins are also reaching significant volumes.

Maritime transport occupies third position in the country after the railroads and the system of trunk pipelines vigorously developed during the past few years in cargo traffic turnover.

The number of countries with which the Soviet Union maintains trade ties by means of the maritime fleet more than tripled during the past 30 years. Commercial ships under the USSR flag now visit approximately 1,200 ports of 124 countries.

The Soviet commercial fleet transports more than 230 million tons of cargo annually. Of this, more than 85 million tons is in coasting.

USSR maritime transport is an active participant in implementation of the complex program of socialist economic integration. The world's largest Il'ichevsk-Varna rail ferry crossing and the international enterprise Interlikhter, in which the shipping organizations of the Peoples Republic of Bulgaria, the Hungarian Peoples Republic, the USSR and the CSSR cooperate, are operating successfully. The joint Soviet-Bulgarian transport cooperative Dunaytrans, the purpose of which is to improve the use of the fleet of both countries, has given an excellent account of itself. Construction of yet another ferry crossing--on the Baltic, between the USSR and the German Democratic Republic, will begin in the near future.

It is important to emphasize that the Soviet commercial fleet is being developed with regard to the needs of the national economy and of foreign trade. To do this, forecasts are being analyzed in compilation of plans and all data are being carefully weighed. It is for this reason that the export of transport services for our country is purely of an auxiliary nature. We use it primarily in accompanying directions and also on line shipments together with the fleet of other interested countries.

We have joint shipping lines with France, Italy, West Germany, India and other capitalist and developing countries. We are attempting to develop ties with them so that the most favorable conditions for shipments will be created in the ports of both countries. It is this approach that permits the strengthening of trade ties and this means of strengthening peace in the entire world. This is how Soviet seamen will behave in the future, despite all the complexities now existing in worldwide commercial shipping.

On 1 January 1982, the 16 maritime shipping companies of the USSR had 1,743 ships at their disposal with a total deadweight of 18.7 million tons. Of this tonnage, almost 60 percent goes to the dry-cargo fleet, approximately 35 percent goes to tankers and approximately 5 percent goes to combined ships.

The qualitative changes in the composition of the fleet, which will become operational in 1981-1985, should especially be noted. These ships are being planned and constructed with regard to the latest advances of science and technology in the field of shipbuilding, technology of shipments and loading-unloading operations at ports. A good part of the new ships is designed to replace the obsolete fleet intended for retirement.

Among the modern ships of the Soviet tanker fleet is the "ecologically clean" tanker "Pobeda" of Soviet design with deadweight of approximately 60,000 tons, which opens a new series and meets all requirements of the International Convention on Prevention of Pollution of the Sea from Ships, including the Protocol of 1978 to it. Gas carriers of the "Mossovet" class with capacity of 75,000 cubic meters and of the "Smol'nyy" class with capacity of 37,000 cubic meters and also the bulk oil carriers of the "Marshal Budenny" and "Boris Butoma" class with deadweight of 105,000 and 115,000 tons, respectively, have given a good account of themselves.

The Soviet Union is the only country in the world operating an atomic icebreaker fleet. The world's first atomic icebreaker "Lenin" has been operating

successfully on Arctic routes for more than 20 years. The world's most powerful nuclear-powered ships "Arktika" and "Sibir'" (75,000 horsepower) have also been operating for several years. Moreover, yet another atomic icebreaker--the "Rossiya"--of the same class is being constructed at Leningrad. Construction of an atomic transport ship-lighter carrier of the LESH class is also beginning.

It would now be difficult to imagine escort of caravans of commercial ships through Arctic seas without these icebreakers. Year-round navigation from Murmansk to ports on the Yenisey River in Siberia became possible only through their assistance.

Further development of Soviet maritime transport, which should guarantee full and timely satisfaction of the needs of the national economy and of the population of the USSR for maritime shipments of cargo and passengers, is being planned during the 1980s. An increase of cargo traffic volume by 8-9 percent is planned for the 11th Five-Year Plan. Capital investments are being directed mainly toward intensification of production processes in the fleet and at ports.

The characteristic feature in the structure of the Soviet transport fleet during the new five-year plan will be to increase the fraction of specialized dry-cargo vessels. No other serious changes are planned. The passenger fleet and also the service-auxiliary fleet will be supplemented.

Delivery of approximately 250 modern vessels of the transport fleet with a total deadweight of 3.2 million tons is being planned before 1985. Among them are specialized icebreaker-transport ships of unique design for year-round navigation in the Western Arctic and other regions of the north and Far East. These multipurpose ships with deadweight of 20,000 tons each are capable of moving independently without the assistance of an icebreaker in ice up to one meter thick and combine in themselves the design features of a container carrier, roll on-roll off ship and bulk carrier.

The main accent has been placed on increasing the carrying capacity of the ports by technical re-equipping and reconstruction, construction of new specialized transloading complexes and also on development of ship repair yards and construction of fleet servicing facilities in plants for development of the shore base during the 11th Five-Year Plan.

In this case new ports, with the exception of the Novotallin Port, will not be constructed. Already existing ports--Vostochnyy, Riga and Tallin, where a powerful complex will be specifically constructed for handling of citrus fruits within the framework of fulfilling the provisions program of the USSR for the period up to 1990, will mainly begin to be developed.

Sociocultural-service facilities, housing and so on are being constructed for the seamen and workers of shore enterprises. A great deal of attention is being devoted to training of personnel for maritime transport. Our system has gained wide prestige in the world. We are now training specialists of all sections for the fleet, ports and shore enterprises. An institute for raising the qualifications of workers of the management section has been created at Odessa.

Answering the questions of correspondents, T. B. Guzhenko said that the Soviet Union is emerging as an equal power in worldwide commercial shipping. We are accused of a dumping policy and of a very high level of development of our own fleet, which in no way corresponds to the needs for development of the national economy and of foreign trade. But all these accusations are based on sand and are without justification. It is no accident that the authors of these concoctions are unable to cite specific proof. And the real essence of our shipping policy includes the fact that we are emerging as an equal power and in our attitude on the basis of mutual advantage without any discrimination.

Recently 14 West European countries decided to introduce new forms of control over the technical status of commercial ships in their ports. The idea itself of strict control deserves attention. But it must be created on a broad universal basis, let us say, by development of a special document within the framework of IMKO [expansion unknown] rather than on unilateral or regional levels.

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CSO: 1829/270

OCEAN AND RIVER

DEVELOPMENT OF ODESSA PORT DISCUSSED

Moscow VODNYI TRANSPORT in Russian 22 Jun 82 p 2

[Article by V. Fedorov: "A Course Toward Development of Complexes"]

[Text] Having fulfilled the plan of the first year of the five-year plan, the collective of Odessa Port took a high labor tempo from the first days of 1982 and organized the socialist competition even wider for a worthy meeting of the glorious jubilee--the 60th anniversary of formation of the USSR.

They successfully overfulfilled all the main indicators of the plan for the first quarter. March was difficult with respect to meteorological conditions. And even so the monthly task was fulfilled ahead of schedule. A million tons of handling provisions was achieved in March for the first time in the history of the port. And the Odessa workers did not give up this position during April and May. The May plan was fulfilled by 120.3 percent.

All this permitted the collective of Odessa Port to fulfill the planned tasks of five months ahead of schedule on 18 May and to report on 16 June on fulfillment of the plan for the first six months. They will have handled more than half a million national economic goods above the task.

On what rests this purposeful intensification of cargo handling and this stable growth of the labor successes of the port?

"On three items," the chief of port Valentin Ivanovich Zolotarev answers to my question. "On the three basic directions which we determined for our own activity, based on the decisions of the 26th Party Congress. The first is scientific and technical progress. We primarily include construction of the port, modernization of the piers, complex mechanization and primarily development of transloading complexes among it at the current phase."

"The second," continues V. Zolotarev, "is improvement of management and organization of labor. In this case management also includes improvement of the structure of the apparatus, an increase of its operating efficiency and more extensive use of computer equipment, reorganization of regions that we carried out with regard to their specialization, bringing the management sections closer to the pier fronts and many other questions of improving our economic mechanism."

"And with regard to organization of labor," explains Valentin Ivanovich, "the problem of continuous improvement of the work of brigades of machine operators-stevedores, their specialization, introduction of cost-accounting and contract forms of work, increasing the material and moral interests of the stevedores in achieving high final results are primarily being solved here. And finally, the third thing is a further increase of the effectiveness of the socialist competition primarily between brigades and a complex competition with related workers. We are attempting the latter by the capability of more closely tying it to coordination of interaction on the basis of NPGRTU [expansion unknown]."

The main work on reconstruction of the port was begun with the so-called Karantinnyy Jetty, from expansion of useful storage areas on its outer side and modernization of the first and second piers. Pouring the soil from the construction sites of the city into the sea, the port has already created a useful territory of approximately 40,000 square meters, a significant part of which is used as a storage area to store automotive equipment. It is indicative that expenditures to install a breakwater and pavement comprised a total of 110,000 rubles. The territory will be increased to 62,000 square meters with completion of this work, which will permit expansion of the storage area by 30,000 square meters and will create an additional railway front to handle rail cars with length up to four kilometers.

Modernization of the piers, which the collective of Chernomorgidrostroy [expansion unknown] is conducting the active participation of the port workers, will expand the pier front by an additional 270 meters. Moreover, these will be shallow-water piers, one of the best on the Black Sea.

Thus, we are talking about the essence of developing a large new port complex. All the advantages of reconstruction are obvious: compressed deadlines (the first unit--the second pier--should be turned over for operation during the third quarter of this year according to the joint pledges of the port workers and builders) and capital expenditures one-third less than construction work to develop such a complex from the beginning.

On the whole reconstruction of the port is closely related to development of new transloading complexes and to this most important task for intensification of cargo handling, on which serious attention was again devoted in the provisions program approved by the May (1982) Plenum of the CPSU Central Committee.

The capacities of the complex to transload raw sugar have now exceeded the design marker. An all-weather complex has been created to handle bulk cargo, which was already discussed in VODNYY TRANSPORT. It is indicative that cargo handling increased by 50 or more percent at these complexes with minimum expenditures and without an increase of the number of workers.

Development of each new complex at the port is in no way limited only by reconstruction of access fronts and outfitting the piers with new equipment. It is therefore called a complex, since a complex approach is implemented during operation of it.

Thus, a recharging station for the electric loaders was constructed, inventory and rigging warehouses were developed and the conditions for ship workers were improved at the Vietnam complex. Organization of storing cargo in the open on sites directly adjacent to the piers yields much. Convenient access has been created for motor transport and a number of other measures has been implemented. And, which is very important, four consolidated complex brigades to handle general cargo and the same number of brigades to handle ships with bulk cargo have been organized here. All this also made it possible to increase labor productivity for the short term by 25-30 or more percent compared to that which exists at these same piers prior to creation of the complex.

For many years loading of refrigerated rail cars was the Achilles heel of the port, especially in its relationships with railroad workers. The irregular delivery of "refrigerators on wheels," the arrival of goods in port to be dispatched in refrigerators, usually in small lots and sometimes piece by piece, the need for a considerable number of stevedores with regard to heavy manual labor and the narrowness of the handling front that permitted loading into a single rail car and so on--all this was for many years in clear contradiction to time requirements.

The problem of mechanization of manual labor primarily had to be resolved. The complexity of this work included the nonconformity of the doors of the refrigerated ships and the overall dimensions of lift trucks, which could not be used inside the rail cars because of this. Since the port workers were unable to widen the doors of the refrigerator cars, there remained only one thing. And the port specialists--engineers of the design office, the centralized mechanization garage, technicians and dock workers solved a difficult problem by changing the size of the lift trucks, reducing their height.

A "chain reaction" of restructuring the entire production process of developing a complex then began.

Special comb-shaped pallets and freight grabbing devices were developed and manufactured, the ramp of pier 22 was lengthened, a new scheme of placing crates with citrus fruits on pallets and the technique of loading and arranging pallets of frozen meat inside refrigerator cars were created. In this case not only the capability of complex mechanization of all these operations but the need for maximum use of the freight capacity of the refrigerator cars was taken into account.

The new procedure of work at the mechanized complex not only made it possible to accelerate loading of rail cars and to reduce commercial waste to zero, but also considerably eased the labor of stevedores.

Specialized brigade No 250, which is headed by V. Pogrebenko, was appointed to the complex. At the initiative of this collective, the hold section began to use paired grabs, which permit two pallets to be taken simultaneously. Twice as many stevedores now work in the hold and their numbers on arranging the freight inside the rail car has been cut almost in half. Having expanded the loading front, the brigade is now working in two rail cars simultaneously with the same number of stevedores involved in transloading. Shift output was increased by 25-30 tons per shift.

"Reconstruction of the port and creation of specialized piers are continuing," says V. Zolotarev. "The net intensity of handling ships increased by more than 20 percent compared to the same period of last year, labor productivity exceeded planned productivity by 11.5 percent during the first quarter, the idle time of rail cars for loading operations was reduced by 11.2 percent compared to the norms of junction agreement and more than 8,000 rail cars were freed due to overfulfillment of the planned load. Daily handling of rail cars was brought up to a record number for our port--580 units of rolling stock. And we do not feel that this is the limit of our capabilities. It all depends now on our allied workers."

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CSO: 1829/270

OCEAN AND RIVER

COORDINATED EFFORTS BETWEEN PORT AND RAILROAD REPORTED

Moscow VODYNNY TRANSPORT in Russian 22 May 82 p 2

[Article by V. Shchukin, senior dispatcher, public editor of port newspaper RENIYSKIY DOKER: "When Efforts are Coordinated"]

[Text] The junction agreement concluded between Reniy Port and the Moldavian Railroad is a legal document that regulates the relationships of two related enterprises of the transport junction. It is reviewed regularly--every 2-3 years--with regard to changing of the specialization of the maritime and river piers, the dimensions of the fronts for simultaneous delivery and handling of rail cars and production processes of handling export-import goods. For example, the conditions and responsibility for finding rail cars for loading operations have been made more rigid in the handling of export-import goods and a new system of accounting and methods of calculating their idle time has been introduced.

Clearly unrealistic deadlines for loading refrigerated rolling stock were established in the past junction agreement. The port workers at that time could not cope with the norms. They have now been reviewed, but the machine staff, as before, is processing them slowly. Shipments of citrus products through the Danube port of Reniy increased considerably during this navigation season. Thousands of tons of oranges have already been dispatched to the workers of Moscow and Leningrad, Siberia and the Urals. But at what price are the aromatic goods brought to the customers? A weekly raid carried out recently showed that most of 28 refrigerated sections had been processed with idle time. It is obvious that this is not only a matter of norms but of the absence of proper organization and labor on the piers.

The new agreement brought order to the priority of delivery of rail cars and clearly defined the mutual information system. The number of rail cars delivered simultaneously for handling was reviewed and became more realistic. And there is yet another important proposition: the railroad levied penalties on the port previously for idle times of rail cars. At the same time it bore no responsibility whatever for underdelivery of rail cars. The new junction agreement put an end to this. Penalties are also levied against the railroad workers now for failure to deliver empty rail cars for loading of imported goods by the direct variant.

All this is very valuable in itself. However, the port workers and the workers of the Moldavian Mainline Railroad feel that the main thing is not in the agreement but in coordination of efforts, directed toward the use of internal reserves under conditions of an acute shortage of railway rolling stock. They see ways of solving this problem in maximum use of the capacity of rail cars and transloading of goods by the direct variant.

The call of the Odessa stevedores on loading 1,000 kilograms above the norm into each rail car has achieved broad support and development at the Reniy transport junction. This made it possible for the port workers to free more than 6,000 conditional rail cars last year. Auxiliary foremen of condensed loading increased here. The names of machine operator-stevedore L. Shcherby, deputy shift chiefs of freight warehouse S. Sakadzhi, F. Ivanch and S. Lysenko and the receiver-checker of Reniy Station Ye. Bondarenko are known to the entire Danube Basin and the Moldavian Mainline Railroad.

The stevedores of the first region in cooperation with the railroad workers fulfilled the plan of the direct variant by 160 percent during the second month of work by the new junction agreement. The number of rail cars handled ahead of schedule doubled, while the idle time was reduced by one-third. The port workers coped successfully with the most important task of the first quarter of this year on transloading grain from water to the railroad.

The port has one-fourth of the entire rail car turnover on scales of the Reniy Railroad junction. Therefore, the labor success of the stevedores helped the workers of the mainline railroad to overfulfill their loading plan, the task on overall freight handling, static loading and labor productivity.

A serious conversation was held one year ago at a joint meeting of the port and station party committees on measures to guarantee accelerated handling of rail cars. Much has been done since then: regional dispatcherships have been created, the stevedore groups have been reorganized in the first region and the conditions of the socialist competition of dispatcher shifts of the transport junction have been reviewed. Other measures have also been implemented that were proposed by members of the station and port party committees. But many problems still await a solution. We are talking about an increase of responsibility for fulfillment of the daily orders for rail cars, improvement of information about the approach of rolling stock, return of stevedores to unified through shifts of the junction and improvement of the forms and methods of moral and material incentives for handling rail cars.

The Reniy Port and Railroad workers have been operating for five months according to the new junction agreement. Creative application of its main regulations will yield beneficial fruits on the piers of the Danube River.

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OCEAN AND RIVER

WATER FREIGHT TRANSPORT PROBLEMS AİRED

Riverport Grain Handling Snags

Moscow VODNYY TRANSPORT in Russian 24 Jun 82 pp 1-2

[Article by V. Blizgarev, senior inspector and captain of the shipping inspectorate of the Don-Kuban Basin; V. Bondarchik, senior dispatcher of the Volga United Shipping Company; V. Neymushin, chief of the technical standards group of the Kama Shipping Company; and A. Davydov, V. Zhivotkov, G. Vstavskiy, V. Krayushkin, V. Rutkovskiy, G. Simkin, A. Cheprasov and V. Chinguzov, special correspondents: "In the Face of the Grain Harvest Campaign"]

[Text] Our Correspondents Check the Readiness of the Fleet and Ports for Shipment of the Grain Harvest

The crop is ripening in the country's fields, and the most crucial time, its harvest, is not far off. Rivermen have a great deal to do now, they have to ready more than 600 grain-carrying vessels to carry the harvest.

But, as the facts show, in certain shipping companies these vessels have still not been prepared for the crucial operation. During an inspection visit conducted on the eve of the campaign our paper's correspondents also discovered other shortcomings.

Very little time is left before the campaign is mounted. The preparations for carrying the grain need to be completed even now and the competition staged more broadly for mutual agreements of friendly cooperation among graingrowers, grain procurers and rivermen. Soviet rivermen, actively participating in this important effort, will make a worthy contribution to performing the tasks advanced by the 26th party congress and the May (1982) Plenum of the CPSU Central Committee and to successful fulfillment of the country's Food Program.

The Dnieper

There have been shipments of grain on the Dnieper since the shipping season opened. Moreover, the traditional grain-carrying fleet, consisting of motor river vessels of the "Medveditsa" series, have now been joined by three specially equipped "Volgo-Baltas": grain is transshipped to them from the vessels of the Black Sea Shipping Company, and they deliver it to the cities of the Dnieper region. It must be said that the effort of rivermen in the Ukraine has gone well: since the beginning of the year they have already carried about 400,000 tons of grain products, including almost 50,000 tons over and above the assignment.

But does this mean that delivery of the valuable cargo is going extremely smoothly, as it is said, without a hitch, like clockwork? Unfortunately the question cannot be answered in the affirmative. And this is why.

In order to speed up the process of vessels, in a number of Dnieper ports this year new bunkers were added to the existing transshipment facilities; the grain is loaded into them from vessels by grab cranes and then carried to elevators by trucks or railroad cars. The goal has been achieved: the amount of grain delivered to grain receiving points has increased, and the rate of turnover of transportation equipment has risen.

Yet all the shortcomings have not been overcome completely, especially the idleness of vessels. In Dnepropetrovsk, for example, one can often see three and sometimes even four motor vessels loaded with grain tied up. What is the matter? It turns out that all the silos of the local elevator have been filled, and the railroad people have not delivered the rolling stock to carry it away. A motor vessel of the "Postyshev" river-sea series stood idle in the port for more than 2 days back in early June because of the lack of freight cars. The picture has now changed: the cars are being supplied, but the port people are behind in processing them.

Often the machinery and assemblies of cargo-handling equipment at elevators break down. Recently this was the reason why three motor vessels--the "Tom", "Ob'" and "Vychehda"--stood idle for several hours in Kherson. The same picture can also be encountered in Kremenchug.

"In spite of repeated letters of the UkSSR Main Administration of River Fleets to the republic's procurements ministry concerning the unsatisfactory condition of a number of line grain-shipping points in Khersonskaya Oblast, there has been little change in the situation there, says M. Kavitskiy, chief of the administration of shipments and fleet operation of the Main Administration of River Fleet. "To be sure, construction of new berths began recently in Uskalka and L'vovo, but after all practically all the other points are also in need of reconstruction or major retooling and repairs."

The criticisms are well founded. We were told the same thing by many shipping company people, and we must assume that in the republic's procurements ministry they have finally heeded the requests of the rivermen and will be taking steps toward the uninterrupted operation of the elevators and to bring mooring installations into proper order at points for loading grain onto vessels.

The Don

It is a characteristic feature of the shipment of grain and farm products on the Don that they are loaded at the client's wharves. On the Lower Don and its tributaries the Manych and Sever Donets they are under the jurisdiction of the Rostovskaya Oblast Production Administration of the RSFSR Ministry of Procurements.

The greatest alarm is caused by the docks of the Konstantinovskiy grain-receiving point on the Don and the Veselovskiy elevator on the Manych. Last year the sailors of the motor cargo vessels experienced quite a few inconveniences in mooring at these points, and they lost quite a bit of valuable operating time. When shipment by Konstantinovskiy grain shippers began, the "buffer barge" turned out to be leaking, it did not have wood decking or a ramp to the shore, and it was missing soft fenders on the side. In addition, the barge was not firmly tied. Vessel crews noted a submerged pontoon near the wall of the Veselovskiy elevator.

A preliminary check on both docks showed that rivermen will encounter the same troubles this year. They have not yet begun to prepare to receive the vessels or to prepare safe conditions for them. Yet it is already time....

The Volga

On the eve of the harvest campaign the workers of the Volga United Shipping Company sent out numerous letters and telegrams to grain procurers. The rivermen expressed alarm. Here the large-scale shipment of grain is about to begin. The condition of most of the grain docks and cargo-handling equipment on the Volga leaves much to be desired. The Volga rivermen are urging their partners in the transportation conveyor to correct the shortcomings that have been discovered as soon as possible. Many of them have been recurring summer after summer.

Five docks were to be built in the 5-year period on the Volga in accordance with the well-known government decrees. And what has happened? The technical documentation is just being drafted for four of them, and nothing is being done on the dock at Pechishchi in Tatarskaya ASSR. Moreover, provision was made for reconstruction of another 10 docks. The plans called for equipping them with cargo-handling equipment so that they could handle at least 3,500 tons of grain per day. Unfortunately these projects have not yet been started either.

The river shipping people have many reproaches to make to the procurement people of the major centers for transshipment of grain on the Upper Volga. At Kostroma, for example, a new dock has been put into operation at No 23 grain-receiving depot, but the trouble is that it has not been brought up to rated capacity. Instead of 2,000 tons of grain per day, the depot is managing only half of that. Repair of the conveyor is dragging on unjustifiably at the neighboring flour mill. Almost everywhere there outdated equipment has been installed; it is very much worn, and now there is concern whether spare parts for cargo-handling machinery will be procured on time and in a sufficient amount.

It is particularly intolerable when not only representatives of clients, but also the rivermen themselves err on the side of slowness. For instance, at Saratov even in the latter half of June the grain docks had not yet been officially accepted by the interdepartmental commission. The administrators of the port say that they are ready to undertake this, but they are waiting for a telegram from the administration of the Volga United Shipping Company. Without that, they say, it is impossible to begin, since the other participants among the rivermen--the shipping traffic people and the waterway people--are not subordinate to the port.

It is well known that the shipping company did at one time issue an order compelling the ports to conduct a certification of the relevant docks involving all the interested parties before beginning of every grain shipping season. Incidentally, the shipping traffic people and waterway people are not subordinate to the administration of the shipping company either. Consequently, there is no point in waiting for a telegram, but an agreement needs to be reached among all the parties and the inspection of the conditions of grain loading and unloading points undertaken immediately.

Probably even without a commission the local watermen know a great deal about the condition of grain docks in their zone. Right in Saratov the shore depots are not furnishing normal conditions for processing vessels carrying the harvest. The productivity of cargo-handling equipment is extremely low. The water is low in the basins of those docks. But the management of the oblast grain products administration is not taking steps to speed up reconstruction of their transshipment depots along the shore. And that in spite of the fact that the documents of policy-making bodies contain an explicit instruction concerning the need to increase productivity of all departmental grain docks to 3,500 tons per day.

Grain-shipping points in the Volga valley, at Zolotoye and Marks, which gravitate toward that same port, are in a still more pitiable condition. The procurement people are not bringing reconstruction of their shore facilities to an end at Balakovo and Dukhovnitskiy. And at Voskresensk there is still no grain dock at all, and the grain is being hauled overland, which means taking the long way around and that means sizable additional cost.

The Kama

Mechanization of the grain docks of clients on the Kama was put to a serious test in the first weeks of the shipping season. One after another the motor vessels bringing select wheat from Rostov docked here. And this is the welcome that awaited this most valuable cargo.

"Volgo-Don-5071" and "Volgo-Don-5027" were on berth 136 and 120 hours, respectively, unloading their cargo of grain, while the standard time is 74 hours.

In order to emphasize the anxiety which the port people in Perm' and the traffic department people of the Kama Shipping Company are feeling, it is sufficient to say that the productivity of the grain dock has dropped 200 tons per day since last year. Yu. Shchelkunov, chief engineer of the Perm' Flour

Milling Combine, explains the circumstance by saying that they have to do the unloading with two old-fashioned suction conveyors which are more than 20 years old. A third such unit had been disassembled because it was dilapidated. True, the RSFSR Ministry of Procurements assures the rivermen, promising to allocate a new conveyor with a capacity exceeding both of those that now exist. But it will hardly be in operation to receive the new harvest.

The Perm' Flour Milling Combine also has another dock where vessels are being loaded with grain products in bags. But the operation in the hull is being done there by hand, and this is burdening the fleet with unproductive standing time.

And why not organize the loading in packs and on pallets? It turns out that such an experiment was conducted several years ago: the port of Perm' allocated an electric lift truck to be used in the hold. Then they came to the conclusion that this was worth doing, a recharging installation was to be set up on the dock, and ... electric lift trucks borrowed, but it went no further than that.

The Ob'

"The last check on the readiness of grain docks was made this May. During it," says V. Sitnik, chief of the port service of the West Siberian Shipping Company, "a check was made of the readiness of grain docks for the shipping season in Altayskiy Kray as well as in Novosibirskaya and Tomskaya Oblasts."

The situation remains very alarming at the docks of the Novosibirsk No 1 Flour Milling Combine. For instance, during the last shipping season 211 vessels were unloaded here, and every single one had lengthy turnaround time. We need to add that because of low water in the basin of the flour milling combine the rivermen are loading the vessels only to one-third of capacity. And this kind of operation has gone on now for several shipping seasons in succession.

Is there a way out?

"Yes," we were told in the oblast grain products production administration.

They propose two alternatives for improving grain shipments: moving the grain combine to the city of Berdsk or moving the docks 70 meters out into the river. To be sure, these projects have remained for some years now only words on paper. And the fleet is still burdened with lengthy laydays at the docks of the Novosibirsk Flour Milling Combine.

The shipping people on the Ob' have many criticisms because of the unsatisfactory loading of grain at grain-receiving points in Novosibirskaya Oblast: at Kirza, Spirino and Skala. For example, at Kirza 101 vessels were handled in 1981, and 100 of them spent more than the allowed time in port.

The docks are being better prepared by the grain-procurement people in Altay. But even this rich grain-growing area has its troubles. The rivermen are particularly alarmed by the docks at the Barnaul elevator. And this is why.

This is the second year that the grain conveyor has been undergoing reconstruction, but it will not be ready for this harvest campaign. And that means that many vessels will again be turned into floating warehouses.

During the last shipping season vessels carrying grain exceeded the allowed time for loading by large amounts at the Kozhevnikovskiy Grain-Receiving Point in Tomskaya Oblast as well as in the oblast center. As shown by the last check, there have been few changes for the better there. In Tomsk construction of two mechanized docks is now going on for the second 5-year period, yet this important construction project will not be completed even this year. That is why the fleet will once again be waiting to unload.

The Yenisey

Crews of the GT-5 and GT-9 motor vessels, which are headed by captain-engineer A. Lukin and A. Chubay, are now employed carrying grain from grain-receiving points at Yukseyevo, Galanino and Atamanovo. They are delivering it to the Krasnoyarsk Flour Milling Combine. The vessels have been well prepared for the grain shipments, and the successful effort of the crews has been determined in large part by their close collaboration with the collectives of grain-receiving points, who also were able to prepare all the necessary machinery in advance. The motor vessels are being processed without delay, and the grain conveyor is operating smoothly, according to schedule.

At this point the Yenisey rivermen are extending quite a bit of help in preparing grain-receiving points in Sukhobuzimskiy and Bol'shemurtinskiy Rayons for receiving the new crop. The efforts of the transport people, including the rivermen, will in large part be crucial not only to the smooth and timely delivery of the new harvest to points for storage and transshipment, but also to its full preservation. Assuming their responsibility, the Yenisey rivermen designated in advance the fleet which would be employed on these important shipments, and prepared crews for them. At the present time the kray grain products administration is detailing the figures on the volume of traffic.

Transit Fleet Scheduling Uneven

Moscow VODNYY TRANSPORT in Russian 26 Jun 82 p 1

[Article by V. Zhivotkov: "A Crash Effort Instead of an Adjusted Pace"]

[Text] An anxious atmosphere prevails in the administration of the Volga-Don Shipping Company: the plan was not met for the volume of traffic in the first and second 10-day periods in June. We will follow the fresh traces of events and reflect about the 10-day schedule.

This spring the transit fleet reached the area of the Volga-Don Shipping Company late and in close formation. There is nothing surprising about this: the Volga was slow to be opened this spring. On the Don they were ready for such a situation and were able to transship the cargoes at a high pace and process the vessels quickly. On 1 June the shipping company had practically its standard amount of tonnage.

But back on 28 May, when the traffic schedule was being made up for the first 10 days of June, officials of the traffic and fleet operation service of the shipping company noted the real prospect that they would soon be left without a transit fleet within the basin. And they sounded the alarm. But they received calming assurances in the RSFSR Ministry of River Fleet: "We will help out." Unfortunately, they did not help out.

On 10 June the transit fleet in the Don Basin was 70,600 tons below the norm. The consequences of the shortage of tonnage were manifested with particular acuteness as more grain shipments of larger size were made. It must be borne in mind that a part of the vessels are being loaded, while others are just being prepared for this operation: holds are being washed and dried, repairs are being made. It should also be taken into account that not all the motor cargo vessels coming to the basin are allowed to carry grain. It is not difficult, then, to imagine the high price that every vessel suitable for this cargo is having to pay at this time.

It would, of course, be incorrect to suppose that the Don rivermen are free of fault and have made full use of their internal potential. Quite a few blemishes can be found in their record. But at this point it is not a question of details, but of the main thing, the fundamental thing, the most flagrant violations of the laws of scheduling assignments. Of the kind of respect that is paid to the holy of holies--discipline, of the kind of precise performance one can speak of when the managers of the Volga United Shipping Company allow the transit tonnage going to the Don in the first 10 days of June to be 45,000 tons short?

.... In these days of June, whatever office of the traffic department you enter, you inevitably hear loud telephone conversations with related shipping companies and the ministry. The people in Rostov issue reminder, beg, implore, and all this for just one thing: "But just one motor vessel." And it is not to go fishing that they need it.

This is not the first year that there has been talk about the need to put order into the scheduling of the fleet and to enhance the rights and responsibility of the staff of the Main Administration for Shipping and Fleet Operations of the Ministry of River Fleet in organizing the movement between related shipping companies. But there have been no real changes. This situation is causing feverish anxiety on the part of dispatching staffs, shipping companies, ports, vessel crews, and thousands of people. The crash-effort approach is causing anxiety for the rivermen.

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OCEAN AND RIVER

DIFFICULT ACCESS TO WESTERN SIBERIAN OILFIELDS REPORTED

Moscow VODNYY TRANSPORT in Russian 15 May 82 p 2

[Article by Candidate of Economic Sciences P. Drachev, chief of Tomsk Port: "Difficult Path to the Oilfields"]

[Text] The following case is recalled. The manager of one of the large construction organizations in Tomsk telephoned the port near the close of the navigation season. He telephoned and as they say immediately got down to business: "Help me out--I must urgently dispatch a lot of brick and reinforced concrete articles to Vasyugan." How disappointed he would be when he learned that he was more than a month late with his request.

He complained long and hotly about the rigid framework and about river procedures. They could understand him as a manager. Each brick and each part has special consideration under conditions of the watch village in winter--this causes concern. But after all the river workers do not set the rigid framework, they are dictated by nature. One year it permits a month or a month and a half for navigation along the small Siberian rivers and another year even less. So that the whims of the small rivers should be known not only to the water workers but to the freight shippers as well. In the given case the brick and reinforced concrete articles were of local production and they could of course have been dispatched in good time.

The situation about which I am talking is generally not typical. The transport workers and also all the main shippers are usually ready for the busy river season in good time and as a whole it passes successfully. And even such a navigation season as last year, with early closing of the rivers and later the rapid onset of shallow waters can be coped with. At that time 3,625,100 tons compared to a planned 2,767,700 tons of cargo was hauled, including more than 800,000 tons along small rivers, to the oil- and gas-producing rayons of Tomskaya Oblast.

It would seem that positive results were achieved and there is no cause for concern. However, we shall not rush to conclusions. The problems of developing the small rivers have become even more acute. Let us attempt to analyze, on the one hand, the price which the river workers paid to achieve above-plan tons for the oil-producing north and on the other hand, let us attempt to think about the basic methods of further increasing the efficiency and quality of shipments over the small rivers.

It was intended by the decisions of the 26th Party Congress to increase sharply the annual volume of oil production in Western Siberia by the end of the 11th Five-Year Plan. It is natural that exploitation of new fields and the related vigorous growth of volumes of capital construction require an increase of cargo shipments. Thus, the flow of cargo to the oil-producing regions of Western Siberia will increase 2.4-fold during the current five-year plan compared to the previous five-year plan.

The main oil and gas fields of Tomskaya Oblast are now located in the most remote and difficultly accessible regions. This is the interfluvium of the Vakh, Chuzik, Parabel' and Vasyugan Rivers. And the Vasyugan and Pudino groups of fields, from which the main increase of oil production during the current five-year plan is expected, are even "hotter" spots of the Tomsk river workers.

Located on the left-bank tributaries of the Ob' River, they are very complex in transport maintenance. The final point for the Pudino oil fields is Pudino Village, which was spread out on the bank of the shallow Chuzik River. For example, the maximum water level on the Chuzik River was 133 centimeters lower than the previous level during the last spring flood. The subsequent sharp drop of depths resulted in the fact that the working period for barges with capacity of 600 tons was only 10 days. This had never occurred before. And the Tomsk River Port emerged with an initiative to recruit the small-capacity fleet of the Tomskneft' and Tomskneftegazgeologiya Associations to work on this tributary to guarantee transport of all cargo to Pudino. And all cargo was delivered to the point of destination only due to timely implementation of measures.

A similar situation occurred on the Vasyugan River as well. True, the full-water season there lasted for 65 days. But barges of project 942 did not reach Katyl'ga, the final destination, even during the first half of August due to shallow waters. The vessels were returned to Kargasok Port. And a small-capacity fleet of agency organizations was allocated here on the example of the Chuzik River and was transferred to the operational management of the staff of the navigation season. A terminal for unloading the ships was created within compressed deadlines and the Vasyugan "impeller" operated at full force. The main problem of the navigation season was solved through common efforts: all planned cargo was delivered to the oil workers of Vasyugan. The accumulated experience was taken to arms this year as well.

Undoubtedly, recruitment of an agency small-capacity "armada" of ships may save the situation to some extent, but this is not the best solution of the acute problem of small rivers. They need their own small fleet. Motor ships of projects 861 and T-63 and dry-cargo barges up to 150 tons have long needed replacement. As shown by economic investigations and operating experience of years past, the most acceptable for the small rivers of Tomskaya Oblast are tugboats of projects R-96, 1587 and 911 and dry-cargo barges from 200 to 1,000 tons. Even now they require more than 100 units. We very much need dry-cargo motor ships with capacity of 50-100 tons to ship packaged-piece goods to the side rivers. The problem both of increasing deliveries and of expanding construction of the small fleet at the Samus', Moryakovskiy and Novo-Il'insk REC [repair and maintenance base].

A further increase of the efficiency and quality of shipments is also found in the direct dependence on solution of such a problem as reducing the idle times of the fleet at the handling points. For example, the above-plan idle times of ships comprised 39 million ton-days during the 10th Five-Year Plan alone in Tomskaya Oblast. By eliminating them, we could have shipped approximately four million tons of cargo additionally.

The capacity of the piers, especially at northern terminals, now lags considerably behind the carrying capacity of the fleet. The situation is so serious that even supplementation of the fleet cannot guarantee an increase of shipments. It seems paradoxical, but the fact is that only four cranes with capacity of five tons is now operating rivers.

The client's crane mechanization is being unsatisfactorily utilized, although it is being turned over during the navigation season to the operational subordination of the river workers. Urgent and effective measures must be adopted to develop the piers of the client for acceleration of ship handling. Construction of the mechanized piers at Katyl'ga and on the Vakh River must first be completed this year and construction of piers at Aleksandrovo, Kargask and Parabel' must be begun in the near future.

I will cite only two examples to illustrate the enormous scales of the forthcoming work. Five piers with a total length of almost 600 meters must be constructed at Parabel' to handle the planned cargo traffic volume. Expansion of the capacities of the Tomsk Port with dispatch of up to 1.5 million tons of general cargo is planned in the new program. Moreover, the collectives of the Tomskneft' Association and Tomskgazstroy Trust should construct 10 piers. After this the entire Tomsk complex will comprise almost two kilometers of pier area with annual dispatch of up to three million tons of general cargo.

An exceptionally important problem is improvement of navigable waterways on the side rivers and primarily on the Vasyugan and Vakh Rivers. It is felt that this work should be carried out through the combined efforts of the Ob' Basin administration of the route and the oil workers of the Tomskneft' Association.

The problems faced by the river workers of Tomskaya Oblast are now important and very crucial ones. The maximum application of efforts of both the river workers and of interested organizations involved in exploitation of the Western Siberian oil and gas complex are required in order to cope successfully with them.

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OCEAN AND RIVER

MINISTRY OF RIVER FLEET WORKERS SUPPORT TRANSPORT OF AGRICULTURAL PRODUCTS

Moscow VODNYI TRANSPORT in Russian 29 Jun 82 pp 1-2

[Article by L. V. Bagrov, minister of RSFSR River Fleet: "A Matter of Honor Among the River Workers"]

[Text] Workers of river transport, like all Soviet people, are deeply impressed by the May (1982) Plenary session of the CPSU Central Committee and the report of General Secretary of the CPSU Central Committee Comrade L. I. Brezhnev "On the Provisions Program of the USSR for the period up to 1990 and measures to implement it."

One of the most important tasks determined by the Provisions Program, is transport support of the agroindustrial complex. The program has advanced specific requirements on river transport in this regard. The shipping lines of the Ministry of the River Fleet support shipments of agricultural products and goods for the countryside in more than 50 oblasts, krais and autonomous republics, render assistance to kolkhozes and sovkhozes in loading and unloading operations and transport passengers in the regions adjacent to the river. The river fleet is the main type of transport in many regions.

The fact that the volume of cargo shipments for the needs of agriculture and transport of agricultural products comprised more than 37 million tons in 1981 indicates the significant scope of the transport services performed by the river workers.

The shipping lines supported the delivery of goods for agriculture and its products in the delivered quantities almost every month.

At the same time it is known that 1981 was far from a year of good harvest; therefore, we must prepare seriously to see that the volumes of services for agriculture increased significantly.

Thus, grain shipments along the river will increase 1.5-fold by 1985 and will comprise 6.8 million tons, and by 1990 they will comprise approximately 8 million tons. The highest specific weight of grain products is retained by the Volga Amalgamated, Volga-Don, Belyy, Irtysh and Western Siberian Shipping Lines.

Transport of chemical and mineral fertilizers by river transport will increase 2.5-fold during the current five-year plan and will reach 8 million tons by 1990. The delivery of apatite concentrate will increase fourfold by 1985.

A significant increase is also envisioned for other cargo--construction materials, timber in ships, mixed feeds and agricultural equipment.

One of the central tasks of the Ministry of the River Fleet now is to support the requirements of the Provisions Program "reduce the deadlines for delivery of vegetables and melons from the Lower Volga regions to the country's industrial centers."

In 1982 the river workers of the Russian federation must transport 209,000 tons of tomatoes and watermelons from Astrakhanskaya and Volgogradskaya Oblasts in 1982 and these volumes should be doubled and should comprise 425,000 tons by 1985. River transport must haul almost 70 percent of all the tomatoes exported from the lower reaches of the Volga River.

The vegetable workers of Astrakhanskaya Oblast, in an open letter to the workers of river transport, published in VODNYI TRANSPORT at the beginning of June, reported that the outlook for the 1982 harvest is very hopeful. Therefore, one should expect that tomatoes and watermelons will be delivered for transport in greater quantities than planned.

Calculations show that the shipping lines have at their disposal an adequate fleet this year to support the established volumes of shipments of vegetables and melons. But success can be counted on only with clear organization of operational activity, unconditional observance of the planned norms of loading and unloading operations and the traffic schedule of the fleet.

It is appropriate in this regard to recall the lessons of last year, when considerable idle times of the fleet for loading operations were permitted due to lack of coordination with allied workers and also slow introduction of containers. Thus, the above-plan idle times comprised more than 500,000 ton-days in loading tomatoes and watermelons at Astrakhan and Volgograd Ports in 1981. Moreover, this fleet lost an additional 150,000 ton-days above the established norms for unloading at the points of destination. Only by eliminating above-plan idle times could approximately 20,000 additional tons of products from the "Russian garden" be transported.

The shipping lines annually permit considerable losses of the carrying capacity of vegetable tonnage due to lack of organization of introduction into operation with regard to all types of technical malfunctions. Even now, without waiting for the onset of the harvest season, preparation of the fleet to transport agricultural products must be taken under special control. Specialized brigades should be organized for repair of ships upon first demand at the shipyards and shore production sections in the ports located near loading and unloading terminals.

It is very important to deliver tomatoes and watermelons to consumers on time and with preservation of quality and not to permit even some cases of spoilage of the delicate cargo. One cannot justify a formal attitude toward the matter of our commercial workers, who do not always display party principles in developing rules for shipments of agricultural products and who try to take away responsibility for preservation of them from the ship captains.

We should bring about a fundamental change in the attitude of all workers of the fleet and shore during the current navigation season toward shipments of tomatoes, watermelons and other fruits and vegetables so as to exclude spoilage of them during transport. All workers of the sector related to shipments of these products should be responsible for preservation and quality of them. Such is the time requirement of the May (1982) Plenary Session of the CPSU Central Committee as well.

The most important method of solving this problem is containerization. The board of the ministry posed the tasks to managers of the shipping lines, Glavport [Main Administration of Port Management and Sea Routes] and the Administration for Container and Packet Shipments to guarantee transport of the entire planned volume of watermelons in containers for this navigation season. If one takes into account that we transported two-thirds of all watermelons in containers last year, then we are faced with a difficult task. The corresponding administrations of the ministry and shipping line should even now actively organize delivery of empty containers and should plan support of the loading terminals with the required number of cranes.

Whereas we plan mass conversion to shipment of watermelons in containers in 1982, the situation with containers for tomatoes causes serious alarm. We should plan a joint program of the container method of transport of tomatoes jointly with Minplodoovoshch [Ministry of the Fruit and Vegetable Industry], Minsel'khos [Ministry of Agriculture] and RSFSR Mintorg [Ministry of Trade] and Rospotrebsoyuz [Union of Consumers' Societies of the RSFSR] and should implement it prior to the end of the current five-year plan.

The high requirements which were discussed with respect to shipment of tomatoes and watermelons are undoubtedly related to delivery of all agricultural products and primarily of grain.

The experience of the labor cooperation of the Leningrad Transport workers, approved by the CPSU Central Committee, should be used widely to support uninterrupted transport of agricultural products. There is a real need for the shipping lines and ports to conclude an agreement for labor cooperation with enterprises of Minsel'khos, Minplodoovoshch, Mintorg, Rospotrebsoyuz, Minavto-trans [Ministry of the Automotive Industry] and the Ministry of Railways and to support the work of related workers in unified continuous plan-schedules.

It is known that development of shipments and more complete utilization of the carrying capacity of the fleet are being delayed considerably by the extremely limited capacity of existing piers and by the absence in many of them of even basic loading and unloading terminals. Therefore, the ministries of our republic, included in the agroindustrial complex, are alone obligated to construct and put into operation 44 mechanized piers during this five-year plan for transloading of vegetables, melons, grain and mineral fertilizers.

Despite the fact that our ministry is also extremely interested in constructing these piers, matters are moving slowly. More than 2.5 years have passed since the well-known decisions of the directive bodies were issued that determined the inventory of construction facilities and only 2 of 44 piers

directly related to fulfillment of the requirements of the Provisions Program have been constructed. Not one of 12 facilities for reception of mineral fertilizers has yet begun to be constructed. The delay in construction of 14 piers, which Podvodrechstroy [expansion unknown] should manage, is also unsubstantiated. One should recall that construction of a considerable part of river piers is now a constituent part of the Provisions Program, where it is directly written "Carry out further development of the piers and river fruit and vegetable bases."

The duty of the managers of the shipping lines, of GUKS [Main Administration of Capital Construction] of MRF [Ministry of the River Fleet] and of Podvodrechstroy is to activate work and to fulfill everything that has been planned within established deadlines.

Construction of a new fleet stands alongside development of pier facilities in the degree of importance. It is written in the Provisions Program: "The Ministry of the Shipbuilding Industry and the Ministry of the River Fleet of the RSFSR are to guarantee construction of 90 river vegetable carriers in 1983-1990 and to accelerate development and construction of special transport facilities for small rivers."

Specific work in organization of planning and construction on this fleet is under way. Designs have been worked out and construction of cargo motor ships for transport of vegetables and packaged-piece goods of project R168 has begun. The first composite motor ship of project R143 with capacity up to 600 tons at draft of 1.3 meters has become operational. The pilot pusher tug of project R162 with capacity of 450 horsepower with hoisting-lowering wheelhouse has been constructed. The standard dimensions of a number of barges from modular sections with capacity of 600-1,000 and 100-400 tons has been created. The number of cargo ships of the given classes should increase 1.5-fold during the 11th Five-Year Plan compared to the previous five-year plan.

But supplementation of the fleet with ships for transport of agricultural products is now being carried out very slowly. Organization of production of ships of project R168 at the Shipyard imeni 40th Anniversary of the Great October Revolution is being delayed. Serial production of the composite motor ship of Project R143, which successfully underwent experimental operation in 1981, was impermissibly drawn out. This motor ship is of special interest since it can conduct cargo operations near an unequipped shore.

We can guarantee the high rates of increase of agricultural shipments not so much by new ship construction as by maintaining the existing fleet in a good technical state. Unfortunately, some workers of the ministry, chiefs and chief engineers of the shipping lines do not want to understand this and talk about the unfeasibility and impossibility of performing a large volume of restorative repair of ships of the "Bol'shaya Volga," "Shestaya pyatiletka," ST, GT and some other classes. These ships, and they number in the hundreds in our shipping lines, including a significant part of "Shestaya pyatiletka" and "Bol'shaya Volga" classes, must be maintained in the working nucleus for at least the years of the 11th and 12th Five-Year Plans.

The river transport of the Russian Federation is a multifaceted economy. We have sovkhoses and auxiliary farms that are included in the Glavurs [Main Administration of Workers' Supply] system. The problems related to their activity require special attention. Work on management of the activity of agricultural enterprises, to which nine sovkhoses, seven auxiliary farms and 44 swine-feeding stations are included, improved somewhat in the sector during the past few years. They increased the production of grain, eggs and certain other products during the Ninth Five-Year Plan and turned over 2,500 tons of meat, 12,500 tons of milk, 8.5 million eggs and 11,000 tons of potatoes and vegetables to the river workers' supply annually. The farms of the Western Siberian Shipping Line produce 112 percent of eggs, 70 percent of potatoes and 35 percent of meat and milk compared to the allocated funds.

However, in light of the decrees of the May Plenum of the CPSU Central Committee, the work of the shipping lines and of the BUP [Basin Administration of Waterways] and of Glavurs in the field of developing auxiliary agricultural enterprises leaves much to be desired.

The fact that we have only 40 auxiliary farms for 1,161 operating independent enterprises in our system is not quite justified. The Amur and Western Shipping Line does not have them at all. The enterprises of only 7 of 20 shipping lines are engaged in breeding of horned cattle. Our largest shipping line, the Volga Associated Line, located in more favorable climatic conditions, produces only 0.4 percent of milk and only 0.6 percent of meat with respect to stocks and it covers the entire need for eggs, potatoes and vegetables only at the expense of state funds. The pattern in the Northwestern, Moscow, Irtysh, Volga-Don and other shipping lines is similar.

This situation must be changed, achieving an increase of the number of auxiliary farms and strengthening their material base. The instructions of General Secretary of the CPSU Central Committee Comrade L. I. Brezhnev, who emphasized in his report at the May Plenary Session: "Every industrial enterprise and each organization capable of maintaining these farms should usually have them," should be thoroughly assimilated.

In mid-1980 the board of the ministry established the tasks for subagency organizations on production of basic types of agricultural products. These tasks must apparently be reviewed now in light of the decisions of the May Plenary Session of the Central Committee. There is the basis to set up a task on development of auxiliary farms at most enterprises of the sector.

The sovkhoses and auxiliary farms require more object management on the part of the shipping lines and Glavurs. The managers and specialists of agricultural production of the sector are obligated to make better use of the land, machine-tractor fleet and organic and mineral fertilizers and on this basis to achieve a significant increase of the yield of grain crops and to create a strong fodder base for animal husbandry.

Measures on implementation of the Provisions Program are now being worked out at all shipping lines, BUP and urs. They should introduce a specific, purposeful nature and should become the program for practical work in the part

of transport support of the agroindustrial complex and development of sub-agency sovkhozes and auxiliary farms up to 1990.

At the same time the losses of cultivated and procured products must be universally reduced, new vegetable and fruit storehouses must be more intensively constructed and existing ones must be reconstructed. The capacity of the storehouses for fruit and vegetable products must be increased sharply in order to mainly solve this problem during the 12th Five-Year Plan. This program has been confirmed by a special order.

The Provisions Program envisions a significant increase of social and service conditions of life in the countryside. Glavurs together with GUKS [Main Administration of Capital Construction] should guarantee unconditional fulfillment of the housing construction plans at our sovkhozes and auxiliary farms this year and should carry out housing construction at advance rates for 1983 and subsequent years. Individual housing construction should be universally stimulated.

Leonid Il'ich Brezhnev said in his report at the May Plenary Session of the CPSU Central Committee: "The Provisions Program advances different problems with respect to deadlines--both long-term, medium-term and urgent and pressing. I feel that it is these latter that should now be placed at the center of our concerns." The pressing and central task for us river transport workers is fulfillment of the 1982 plan and primary support of the tasks in shipments of agricultural products. The shipping lines are coping poorly with solution of the problem of timely and complete delivery of agricultural products and primarily of petroleum products, mineral fertilizers and seed grain to the interior regions of the country during the initial period of the navigation season along small rivers and those that become shallow rapidly--the Sura, Unzha, Vetluga, Verkhnyaya, Yug, Vychegda, Konda, Tobol', Pit and others.

Despite the late spring in the basins of the European USSR and the considerable delay of through traffic of the fleet along the Volga and because of the low depths on the crown of the Kuybyshev locks, we managed to make up for the time lost and to fulfill the plan for five months. Our task is to approach our occupational holiday--workers' day of the maritime and river fleet--with fulfillment of the State Plan for the first six months for all indicators.

The main volumes of shipments of agricultural products go to the third quarter, the plan of which has been formulated with significant intensity. Smooth work of all sections of the transport conveyor is required to fulfill it. And we cannot doubt that the multithousand detachment of workers of river transport of the Russian Federation is doing everything necessary to fulfill the decisions of the May (1982) Plenary Session of the CPSU Central Committee and to make its own contribution to reaching the planned positions and to increase the country's food resources as one of the main conditions of a continuous increase of the welfare of the Soviet people and to strengthen the economic might of our beloved Motherland.

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OCEAN AND RIVER

GRAIN TRANSPORT

Moscow VODNYY TRANSPORT in Russian 22 May 82 p 1

[Article by V. Zhuvotkov: "At the Grain Piers"]

[Excerpt] The weather conditions on the Don River indicate that an abundant grain harvest can be expected. Therefore, the grain procurement agents were concerned and rushed to free the warehouse capacities of the river grain-receiving terminals more rapidly and to prepare them in time to receive the new harvest. The river workers must transport 125,000 tons of grain by the local fleet during April-May. Is this a lot or a little? It is sufficient to say that this volume is at the level of shipments of the past high-yield years. It is known with what respect the Don River workers have for grain shipments. Their constant call is to ship grain and other agricultural products when it appears, rapidly and with high quality. And the combat attitude with which they began the grain shipments indicates that they will not change their sacred law this year either. The river workers have already begun the struggle for the new harvest--the harvest of the second year of the 11th Five-Year Plan.

The crew of the motor ship GT-376, on which Yu. Khrychev is the captain-engineer, opened the grain campaign on the Don River. This ship was the first to be presented to the dispatchers of the shipping company. The crew is very energetic and has taken hold of the matter without the least vacillation and the first result: the April task was fulfilled by 117.7 percent. One can say this was an excellent beginning!

The crews of motor ships GT-362 (P. Repin is captain-engineer) and GT-361 (captain is I. Khristichenko) also took firm grasp of leadership. These two motor ships were "scheduled" on the Manych River. It is difficult to work here. The grain procurement agents presented much grain and the water in the river is shallow. Two hundred tons of grain instead of the usual 300 tons had to be taken into the holds. This means that to cope with the task, the turnaround time must be more rapid, more trips must be made and you can't rush on the Manych River: it is very complicated to navigate a ship through the capricious shallow channel. And it is not surprising that the ship navigators, being frank, expressed their dissatisfaction with the work of the river workers of the Nizhne-Donskiy Rayon of hydroengineering complexes. And justified since they had not been involved in cleaning the route on the Manych River for many years already!

According to the experience of past years, a continuous grain line to which 10 300-ton ships were supplied, was organized to haul grain from the piers of Veselyy and Bologovo to the Rostov grain elevator. Three-four motor ships depart daily from the grain-receiving terminals for Rostov, the grain procurement agents do not have to stand idle and the ships chase each other. And there is no doubt whatever that they are coping with shipments on this line.

Two 600-ton motor ships are involved in transport of grain from three piers of the Don itself and Severskiy Donets. These are the well-known crew of the "Neva" (B. Tsvetkov is the captain-engineer) and the collective of the "Donets" (the captain is V. Voskoboynikov). The crews have given assurance that they will transport the grain from the warehouses before 1 June and will not delay the grain procurement agents for even one day.

The situation with grain shipments on the Upper Don causes great concern. A total of 50,000 tons of grain must be shipped from the grain-receiving terminals to Georgiu-Dezh Port and transloaded to the railroad. Transloading is going irregularly and to be frank, poorly. Due to the slow delivery of empty rail cars, 2,500-3,000 tons of grain stands idle in ships daily awaiting unloading.

"This is an old illness," the chief dispatcher for local shipments of the shipping company N. Larin vaguely shares with me. "The managers of the Georgiu-Dezh division of the Southeastern Railroad do not show the least concern about grain transloading and about the most rapid freeing of warehouses of grain from the old harvest. I can honestly say that the impression is created that they absolutely do not understand what kind of cargo this is--grain, and what it means for our government. It is an amazing indifference. An average of 900-1,000 tons of grain is unloaded from the ships daily at the port, while our fleet is capable of delivering 2,000 or 2,500 tons of grain here. There is the real possibility during May to fulfill the orders of the grain-procurement agents and to transport 50,000 tons, but we will be far from able to do it with these rates of rail car delivery and we will not free the warehouses of the old grain."

That which the chief dispatcher revealed is no discovery. Even in past years the railroad workers of the Southeastern Railroad also unwillingly, complainingly, engaged in support of empty cars for grain transloading at Georgiu-Dezh. The Volga-Don Shipping Company and the Rostov Oblast Administration of Grain Products, from the first days of shipments, send letters of alarm and telegrams to the managers of the division and administration of the Southeastern Railroad and make telephone calls, but there is no change. For example, a total of seven ships was anchored in port on one of the days in May and there were 2,500 tons of grain in their holds. Only three rail cars were loaded during the night and five during the day for a total of 480 tons.

It is too bad that the reports on the beginning of grain shipments on the Don River must end with an unpleasant picture of the situation in the Georgiu-Dezh Transport Terminal.

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OCEAN AND RIVER

IMPROVEMENT OF TRANSPORT FACILITIES OF EASTERN AND NORTHERN REGIONS CALLED FOR

Moscow RECHNOY TRANSPORT in Russian No 5, May 82 pp 2-3

[Article by V. Mikhaylov, deputy of chief of administration, USSR Gossnab]

[Text] Development of the natural resources of the Arctic and development of the power engineering, industry and other sectors of the national economy require dependable transport support and a continuous increase of shipments of national economic goods by river, sea, rail and other types of transport. Rail transport carries the main mass of freight to transshipping ports, from which they are delivered to consumers in Arctic regions by water transport.

The fraction of the river fleet is approximately 65 percent of the total volume of cargo hauling by water transport and it comprises 92 percent to points with limited navigation season.

The river workers deliver approximately 85 percent of the volume of cargo to the Yakutskaya ASSR, 60 percent to the Western Siberian oil and gas complex, up to 70 percent to the Noril'sk mining and metallurgical combine and more than 90 percent of the volume of cargo hauled by all types of transport to points of the Yana, Indigirka, Anabara, Olenek, Hadym, Pur and Taz Rivers. The leading position of river transport will also be maintained here in the future, even after the Surgut-Urengoy Railroad is put into operation.

Implementing the decisions of the 26th CPSU Congress, the river workers of the eastern basins, despite complex navigation conditions, mainly fulfilled the tasks established by USSR Gossnab on hauling petroleum products, cement, coal, construction materials, motor vehicles, tractors, provisions and industrial goods to most Arctic regions during the 1981 navigation season, including the fact that the necessary goods were hauled to terminals of the Yana and Indigirka Rivers and the Ob'-Taz Gulf. The assistance rendered by collectives of the shipping companies and ports and by the operational group attached to USSR Gossnab to support deliveries of products for hauling cargo to the Arctic regions contributed to this.

The delivered goods made it possible to guarantee uninterrupted operation of industry, construction and other sectors of the national economy in these regions of the country with severe climatic conditions. The interaction of rail, river and maritime transport at the transshipping ports and in the roadsteads

at the estuary sections of rivers achieved further development and the volumes of shipments of goods by maritime transport over the Northern Sea Route with transfer of them by river transport to the Ob'-Taz Gulf, Tiksi and at the mouth of the Yana River increased. The task of hauling imported large-diameter pipe directly from foreign ports to Novyy Port with subsequent transport by river vessels to Nadym was fulfilled. These shipments increased twofold and permitted significant easing of the load on rail transport and Tobol'sk Port.

At the same time, some deficiencies in the work of the shipping companies, ports and stations, enterprises and organizations--suppliers and consignees--were not eliminated during the 1981 navigation season. For the first time in a number of years, the Irtysh Shipping Company did not fulfill the task on hauling national economic goods to the Western Siberian oil and gas complex; the capacities of river transport were not used satisfactorily on Lake Baykal to ship dry cargo to Nizhneangarsk and Severobaykal'sk for the builders of BAM [Baykal-Amur Mainline Railroad], whereas a significant part of them was delivered in rail cars over the overloaded tracks of the Bratsk division through Lena Station, which made the operating conditions of the Lena-Osetrovo transport terminal worse. The carrying capacity of the fleet of the Yenisey Shipping Line for delivery of cargo to the Noril'sk Mining and Metallurgical Combine was insufficiently utilized.

Shipments of goods in containers in direct rail-maritime-river communications through the northwestern and far eastern ports along the Northern Sea Route with destination to Yakutsk, as was provided by the task of USSR Gosplan, were not organized due to agency disagreement between MPS [Ministry of Railways], MMF [Ministry of the Maritime Fleet] and MRF [Ministry of the River Fleet]. The losses from unprotected shipments of national economic goods, especially in the Lena Associated Shipping Company, are still high.

Shipment of goods by river transport to the Arctic regions with limited navigation periods should increase by 6.4 percent as a whole in 1982, according to the task of USSR Gosplan, including shipment of more laborious dry cargo with an increase by 7 percent, of petroleum products by 5.5 percent and with a decrease of barge towing by 6.9 percent. Delivery of goods to the oil- and gas-producing regions of Western Siberia will increase by 8.1 percent, including imported large-diameter pipe directly from foreign ports to Novyy Port with transshipment to river vessels--an increase by 20 percent. Shipments of dry cargo will increase by 4.5 percent to the Yakutskaya ASSR and the northern rayons of Irkutskaya Oblast through Osetrovo Port. The volumes of shipment of petroleum products along the Yenisey River to Dudinka should increase by more than 26 percent.

Shipments of goods from the northwestern and far eastern ports with destination to Yakutsk and terminals of the Yana, Indigirka and Khatanga River along the Northern Sea Route with transfer to river transport should increase at even higher rates (1.5-fold). A total of 150,000 tons of dry cargo and petroleum products, which is considerably more than last year, should be shipped along Lake Baykal to the builders of BAM.

Imparting important significance to strengthening the material and technical base of the shipping companies of the eastern basins, USSR Gosplan and USSR

Gossnab are devoting constant attention to supplementation of them with ships and to development of the ports and ship repair yards. During the past few years the fleet of the Western Siberian, Irtysh and Lena Associated and other Shipping companies has been supplemented with large-capacity pushed barges, motorized freighters, container carriers and refrigerator ships.

Among the main reserves for further development of shipments to Arctic regions is improvement of the use of the full water period of the navigation season and a reduction of peak loads at the transport terminals in July-August due to above-schedule accumulation of goods during the period between navigation seasons and also intensification of shipment of them during the second quarter. USSR Gossnab has established an increased task on accumulation of goods in ports prior to the beginning of the navigation season, and specifically more than 120,000 tons of cargo should be shipped to Osetrovo compared to last year. Unfortunately, USSR Minchermet [Ministry of Ferrous Metallurgy], USSR Minstroy-materialov [Ministry of the Construction Materials Industry], USSR Minzag [Ministry of Procurement], USSR Minenergo [Ministry of Power and Electrification], USSR Mintyazhstroy [Ministry of Heavy Construction], USSR Minpromstroy [Ministry of Industrial Construction] and some other ministries and agencies did not fulfill this task satisfactorily. There was a shortfall of goods to the agency bases of USSR Mingeo [Ministry of Geology], Minnefteprom [Ministry of the Petroleum Industry] and USSR Minneftegazstroy [Ministry of Construction for Petroleum and Gas Industry Enterprises]. The ministries and agencies--suppliers and consignees--are obligated to ship goods on time to Arctic regions. Soyuzglavmetall [Main Administration for Interrepublic Deliveries of Metal Products], Soyuzglavtsement [expansion unknown], Soyuzglavtrubsnabsbyt [expansion unknown], Soyuzglavstroymaterialy [Main Administration for Interrepublic Deliveries of Lumber and Building Materials] and also ministries and agencies--fund holders and territorial bodies of USSR Gossnab in Arctic regions--should adopt additional measures to fulfill the cargo dispatch plans to Arctic regions by suppliers.

The river workers must carry out important work to improve the navigation conditions on the Siberian Rivers. During the past few years the workers of the Irtysh and Lena Basin administrations of the route achieved an appreciable increase of the depths on the Pur, Taz, Nadym and Yana Rivers. However, yet another important problem must still be solved--to excavate the bars of these and other small rivers, which increases the reliability in support of hauling cargo by river transport--will improve the use of the fleet. The Irtysh Basin Administration of the route should excavate the closed water basin of Novyy Port with regard to the forthcoming increase of transshipment of imported pipe and organization of transshipment of imported prefabricated housing delivered by the maritime fleet to the Ob'-Taz Gulf.

The problem of a significant increase of hauling goods to the Ob'-Taz Gulf through agency bases and general-purpose piers at Labytnangy and Sergino deserves special attention, which would reduce the runs of the coastal and lake navigation fleet. MRF, Mingeo, Minneftegazstroy, Mingazprom [Ministry of the Gas Industry] and MPS must conduct work to develop access tracks to the bases and piers for these purposes and must guarantee reception of goods on them and timely handling of rail cars and ships in order to fulfill the task of

USSR Gossnab to dispatch cargo by river transport to terminals of the Ob'-Taz Gulf from Labytnangy and Sergino.

Fulfillment of the tasks to support the increasing volumes of cargo shipment to Tyumenskaya and Tomskaya Oblasts largely depends on timely handling of the fleet at the client's piers at points of destination. The enterprises and organizations of the ministries--the cargo consignees--permitted extensive idle times of the fleet above the plan in 1981. Ships were unloaded especially unsatisfactorily by Minneftegazstroy (Urengoy, Nadym, Belyy Yar and Peregrebnoye) and also by Minpromstroy (Nizhnevartovsk) and Mingeo (terminals of the Ob'-Taz Gulf).

The main cause of idle times of the fleet was the inadequate availability of well-constructed mechanized piers and warehouse areas, organization of operations in only one-two shifts and a sharp decrease of the rates of unloading ships on weekends and holidays. These ministries--cargo consignees--are not adopting the necessary measures on development and construction of the piers. Thus, Mintransstroy [Ministry of Transport Construction] impermissibly drew out the construction of mechanized piers and general-purpose supply bases at Urengoy, Nadym, Sergino, Labytnangy and Nizhnevartovsk, introduction of which was envisioned even during the 10th Five-Year Plan.

During the current five-year plan, Minnefteprom should construct and put into operation eight piers (with length of approximately 800 meters) and Minneftegazstroy should put five piers (900 meters) into operation. However, work on construction of them is being unsatisfactorily organized. During the 10th Five-Year Plan, MRF and Mintransstroy completed reconstruction of Osetrovo Port, which now has at its disposal developed piers and warehouses and modern transloading equipment, which made it possible to reduce the handling time of rail cars and ships. However, the Lena-Osetrovo transport terminal, as before, remains one of the most complex and intensive, where the established norms of unloading rail cars and the annual transshipment plans are not being fulfilled. MPS frequently excludes goods required for the Yakutskaya ASSR unilaterally from the shipping plans without sufficient bases and with violation of the established procedure and unjustifiably announces prohibitions and restrictions throughout the rail system on dispatch of goods through Osetrovo.

The insufficient develop of the Bratsk division and of Lena Station, Eastern Siberian Railroad, is becoming a large bottleneck in work to increase the volumes of transshipment of goods through the Osetrovo terminal. The railroads and approaches to the cargo regions of the port of Lena and Portovaya Stations does not guarantee delivery and cleaning of rail cars, especially now when a considerable part of the railways is clogged with rail cars heading toward the municipal organizations and builders of BAM. Many years of practice of shift-daily planning of unloading rail cars convincingly demonstrates that there should permanently be a two-day norm of unloading for normal operation of the port and timely delivery of rail cars through all handling fronts at Lena Station. Moreover, the corresponding number of rail cars to the port should constantly be in motion on the Bratsk division.

Calculations of the planning institutes and of Yakutglavsnab [expansion unknown] showed that transport of freight in 1985 to the Yakutskaya ASSR and the northern rayons of Irkutskaya Oblast must be increased by no less than 20-25 percent of the level achieved in 1980 and it will increase even more in the future.

Increased shipments require fundamental solution of the problem of increasing the depths on the upper Lena River. Apparently the only correct solution of this problem is construction of the Verkhnelena hydroengineering complex.

Specific work has been completed during the past three years on switching a number of goods from the Osetrovo line to the Northern Sea Route with destination Yana, Tiksi and Yakutsk terminals. Up to 30,000 tons of cargo are shipped to Khatanga terminals from the region of Krasnoyarsk by river vessels to Dudinka Port with transfer of it to maritime vessels without the participation of rail transport. An increase of cargo shipment to the indicated terminals 1.5-fold more compared to the volumes carried out in 1981 over the Northern Sea Route is envisioned by the task for the 1982 navigation season. According to the task of USSR Gosnab, the ministries and agencies--suppliers, and the corresponding Soyuzglavsnabsbyt should do timely planning and guarantee dispatch of cargo to the Yakutskaya ASSR through the northwestern and far eastern maritime ports, while Mintransstroy, RSFSR Mintorg [Ministry of Commerce], Soyuzglavtsement, Soyuzglavugol' [Main Administration for Interrepublic Deliveries of Coal] and Soyuzglavstroymaterialam must solve the problem of transport of cement, coal, slate and other construction materials, provisions and industrial goods intended for delivery to the western sections of the BAM by rail and river transport with transloading through the ports of Lake Baykal with destination to Severobaykal'sk and Nizhneangarsk. This will permit a considerable easing of the load on the Bratsk division and Lena Station. The enumerated measures will contribute to improvement of transport of goods to the northern regions. At the same time, the increasing needs of the Yakutskaya ASSR for some types of products must be guaranteed in the future by increasing production on the basis of local raw material, which will free the railroads and river transport of considerable volumes of shipments of goods from other oblasts.

Minvestostroy [Ministry of Construction in the Far East and Transbaykal Regions], USSR Minenergo and USSR Mintsvetmet [Ministry of Nonferrous Metallurgy] are insufficiently developing the construction base in the Yakutskaya ASSR. A large quantity of reinforced concrete articles, brick, crushed stone, keramzit and prefabricated buildings is transported annually for the construction organizations of these ministries. There are orders for shipment of lumber in the opposite direction during shipments of timber from the Lena Basin with transshipment to the railroads at Osetrovo Port.

RSFSR Mintorg hauls more than 6,000 tons of macaroni products from the European USSR to the Yakutsk Republic. More than 530 rail cars are expended for this and a great deal of transport work is carried out. Organization of production of this product in Yakutsk would permit a reduction of the need for rail cars for delivery of the corresponding quantity of flour by a factor of five. These problems deserve special consideration in the ministries and USSR Gosplan.

Container and packet shipments are of exceptionally important national economic significance since goods are hauled to the Arctic regions with repeated transshipment. A large national economic effect is achieved by increasing the preservation of goods, reducing the expenditures for tare and packing, increasing labor productivity during transshipments and reducing the idle times of rail cars and ships due to introduction of container and packet shipments. However, container and packet shipments, especially in direct mixed communications, were developed inadequately during the 10th Five-Year Plan. The volumes of shipments of goods in general-purpose medium-capacity containers in direct mix rail-water communications through Osetrovo Port decreased systematically and in 1980 comprised 90 percent of the 1975 level with the presence of developed specialized container piers at ports of the Lena Combined Shipping Company and supplementation of the fleet with container carriers. A number of railroads allocated boxcars for shipment of consumer goods, small electrotechnical articles and spare parts for automobiles instead of the planned containers, which sharply increased the expenditures of manual labor and caused above-plan idle times of rail cars. The delivery of goods in medium-capacity containers was also inadequate to the ports of the Western Siberian, Irtysh and Yenisey Shipping Companies. MPS should change this situation.

The Lena Combined and Yenisey Shipping Company received 5,000 large-capacity containers with mass of 20 tons to improve shipment of national economic goods to the Yakutskaya ASSR and the Noril'sk Mining-Metallurgical Combine. Shipments of goods in them were doubled during the 10th Five-Year Plan, they were increased by 20 percent in 1981, but the carrying capacity of these high-performance containers is not being adequately utilized and long delays of loaded containers in the ports awaiting loading onto ships and especially of empty containers are being permitted due to the fact that the Eastern Siberian and Krasnoyarsk Railroads are not allocating rail cars.

The shipping companies of the eastern basins will receive an additional 1,500 large-capacity containers this year from the Abakan Plant. This will permit an increase of shipments of goods in large-capacity containers by 15 percent in the Irtysh and Amur Shipping Companies, including the fact that no fewer than 70,000 tons of furniture, flour, wine and vodka products, salt and other goods should be shipped through Osetrovo Port in direct mixed rail-water communications according to the task of USSR Gossnab. In this regard RSFSR Minavto-trans must improve shipments of large-capacity containers of MRF at Krasnoyarsk, Abakan and Yakutsk. The number of trucks with semitrailers must be supplemented here and timely import and export of containers to the ports and from the ports must be guaranteed.

The main part of packaged-piece goods such as flour, mixed feeds, cement and sugar arrives at Osetrovo and other transshipping ports in boxcars in individual lots. Therefore, shipments of goods in packaged form and in specialized containers acquire primary significance. Taking the importance of the given problem into account, USSR Gossnab was the first to establish the task for the ministries and agencies--suppliers--to ship products through Osetrovo Port in packaged form and in specialized containers in 1982. USSR Ministroyaterialov, USSR Minzag, USSR Minpishcheprom [Ministry of the Food Industry] and USSR Minchermet are obligated to organize fulfillment of the established task and to increase shipment of products in packaged form through other transshipment points.

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OCEAN AND RIVER

BRIEFS

PREPARATIONS IN ODESSA--The large-tonnage MVS [motor vehicle ships] Mozyr and Toyvo Antikaynen have left for the SRV. Twenty dry cargo ships from the Black Sea Shipping Line are currently either on the way to or in port in Vietnam. The ocean ro-ro ships Kapitan Smirnov, Kapitan Mezentsyev, and Nikolay Cehrkssov have recently started working on this line. This has enabled transport of wheel [kolesnaya] and land technology containers and industrial equipment to be speeded up. The Black Sea line's sailors are delivering cargo to Haiphong, Ho Chi Minh and Da Nang for various hydro, power and industrial projects. Two more ships, the Partizanskaya Slava and the (Mokiik) are currently in Odessa Port preparing to load cargo for Vietnam. [LD120452 Moscow Domestic Service in Russian 2100 GMT 11 Jul 82]

SHIPS DUE IN IGARKA--The MV Pioner Moldavii has left for Britain with a cargo of timber products. Another logtransporter, the Kargopol, will leave port shortly. Four large tonnage transport ships--the Petrokrepost, the Pustozersk, the Abram Arkhipov and the Nizhniy Tagil--will arrive in Igarka in the next few days. Igarka dockworkers have prepared eight ships since the beginning of the new navigation season. All have left for the return journey ahead of schedule. [Moscow Domestic Service in Russian 2100 GMT 10 Jul 82]

PORT NOVYY, OBSKAYA GUBA--The first freight dispatched by Mannesmann from the FRG has arrived by sea. It includes 20,000 tons of large diameter pipes from West European ports. In spite of bad weather, the cargo is being transferred from seagoing to rivergoing vessels ahead of time. Similar convoy consisting of 10 diesel vessels, is en route to Novyy. [Moscow Domestic Service in Russian 2100 GMT 12 Jul 82]

ROTORS ARRIVE IN ARCHANGEL--The DV (?Panoy) from the northern shipping line has arrived in Archangel from Leningrad with the last two rotors for the Sayano-Shushenskoye Ges. [Moscow Domestic Service in Russian 2100 GMT 12 Jul 82]

PRIORITY GIVEN PIPELINE PRODUCTS--During the current navigational season, the rivermen of the Irtysh Shipping Line are giving priority to products for the builders of the Urengoy-Uzhgorod gas pipeline. They delivered another batch of large diameter pipes to the port of Novyy the other day.

The ships were escorted in the difficult arctic conditions by the icebreakers Ob and Kapitan (?Zarubin). Equipment and building materials are also being handled by brigades of dockworkers at Tobolsk and Omsk. [Moscow Domestic Service in Russian 0400 GMT 14 Jul 82]

LENINGRAD SHIP LAUNCHING--The Leningrad Zhdanov shipyard today launched a large tonnage motor vessel, the Shestidesyatiletiya SSSR [60th Anniversary of the USSR]. This is the first of a series of ro-ro vessels with an increased cargo carrying capacity. The shipbuilders have decided to hand it over for use ahead of schedule. [LD240324 Moscow Domestic Service in Russian 1100 GMT 23 Jul 82]

IL'ICHEVSK-VARNA FERRY--The board of Minmorflot [Ministry of the Maritime Fleet] considered the results of three years of operation of the Il'ichevsk-Varna ferry crossing. It was noted that the operation of unique ferry ships and shore complexes was developed during this period and that organization of a new transport-production system of cargo shipment in international rail-ferry communication was improved. This was the result of the joint smooth work of seamen, port workers and railway workers to a considerable degree and also of the complex international socialist competition of Soviet and Bulgarian transport workers. At the same time the board noted some deficiencies and unutilized reserves in operation of the ferry complex. A number of specific decisions was made that provided for a further increase of the economic effectiveness of operation of the ferry, construction of additional facilities at the Il'ichevsk-Paromnaya Station, development and introduction of a program of routine maintenance and preventive maintenance of ferries and development of ferry communication between the USSR and Peoples Republic of Bulgaria for 1986-1995. Moreover, proposals were prepared to create a unified material incentives fund for seamen and railway workers for handling ferries and rail cars ahead of schedule. [Text] [Moscow VODNYI TRANSPORT in Russian 10 Jun 82 p 2] 6521

MARITIME FLEET OPERATIONS--During the past few years capacities of fleet maintenance bases (BTOF) increased in the Estonian, Novorossiysk, Baltic and other shipping companies. Continuous classification certification of ships was expanded. More than 700 of them were transferred to this form and the amount of hardware and designs certified exceeded 10,000 units annually. The volumes of underwater cleaning of transport equipment more than doubled. The main tasks in the field of technical operation of the fleet and of the activity of industrial enterprises were determined in an order of the Ministry of the Maritime Fleet. Scientific research and planning and design organizations and higher academic institutions made a significant contribution to improvement of their work. In other words, the entire complex of implemented measures made it possible to bring the operational period of ships up to an average of 333.3 days and to reduce expenditures for maintenance and repair, related to the cost of cargo shipments, to four percent. Practically all ships were in the class of the USSR Registry during this period. Specific fuel consumption was reduced to 10.8 kilograms per thousand ton-miles and the consumption of scarce fuel was reduced by 14.7 percent. Minmorflot [Ministry of the Maritime Fleet] determined specific tasks for successful fulfillment of the tasks

of the 11th Five-Year Plan on development of maritime transport, an increase of labor productivity, economy of material and labor resources, more complete satisfaction of the needs of the sector for maintenance and repair of ships for the administrations, GKHO [expansion unknown], shipping companies, SRZ [ship repair yard], scientific research and planning-design organizations. [Text] [Moscow VODNYY TRANSPORT in Russian 10 Jun 82 p 2] 6521

OIL SPILL CLEANUP--Cleaning of port water basins of oil spilled during unloading of tankers is one of the timely problems of environmental protection. Specialists of the Black-Sea TsPKB [Central Planning and Design Office] have created a floating weir that removes the oil film under conditions of moderately cold sea climate. The oil slick is blocked by a boom enclosure that prevents further spreading of it. The floating weir operates inside the enclosure. Moored to the side of the auxiliary ship, it "eats" the oil slick, gathering it into a bin. A total of eight cubic meters of oil is collected hourly if the slick is one millimeter thick. The annual saving from introduction is 30,000 rubles. [Text] [Moscow SOTSIALISTICHESKAYA INDUSTRIYA in Russian 8 May 82 p 2] 6521

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